

THE UNITED STATES OF AMERICA

DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
WASHINGTON

Notification of Birth Registration

This certifies that the following Record of Birth is registered and preserved in the office of the State Registrar of Vital Statistics at CHARLESTON, WEST VIRGINIA

Name EVERETT BILL SPENCE Sex MALE No. 3442

Date of Birth FEBRUARY 22, 1914 Place of Birth LOBELIA

Name of Father TOM SPENCE

Maiden Name of Mother BERTHA FLORENCE CARPENTER

W. L. Austin
W. L. Austin, Director of the Census.



H. E. Steele
Special Agent, Bureau of the Census.

Donated by
Jud Worth

This Deed, Made the Fourth day of April
in the year of our Lord one thousand eight hundred and ninety one Between the POCAHONTAS
DEVELOPMENT COMPANY, a corporation duly created, existing and doing business under the laws
of the State of West Virginia, and Mary E. Brown
of the County of Pocahontas in the State of West Virginia

Witnesseth. That for and in consideration of the sum of One hundred
dollars and no cents (100.00)

of which Twenty dollars and no cents are in hand paid, the receipt whereof is hereby acknowledged, and the balance of which is to be paid
according to the tenor of two certain promissory notes, bearing even date herewith, in which the
debt is referred to, and in secure the payment of which, together with interest thereon from this date, a
lien is hereby expressly reserved on the property hereinafter mentioned, the said Pocahontas Development
Company doth grant and convey, with covenants of general warranty, unto the said Mary E.
Brown these

certain lots, pieces, or parcels of land, situate, lying and being in the town of Marlinton, in the County of
Pocahontas, in said State of West Virginia, which said lots are designated on the proper plat of
the said town as Lot No. seven (7) in Block Twenty five (25) Lot No. eight (8)
in Block Twenty five (25), and Lot No. in Block
which said plat is of record in the Clerk's Office of the County Court of Pocahontas County, in Deed Book
page to which reference is now here specially made as a part of this deed.

In Witness Whereof, The said Pocahontas Development Company hath caused these presents to
be signed by its President, and the corporate seal of said corporation to be hereto affixed.

POCAHONTAS DEVELOPMENT COMPANY,

By J. L. Brown President.

State of West Virginia,
County of Taylor To wit:

C. H. Bester a Notary Public in and for the County and State aforesaid, do certify
that John T. McGowan personally appeared before me, in my said County, and being by me duly sworn, did
depose and say that he is the President of the corporation described in the writing above, bearing date the Fourth
day of April 1901, authorized by said corporation to execute and acknowledge deeds and other writings of said
corporation, and that the seal affixed to said writing is the corporate seal of said corporation, and that said writing was signed and sealed by him in behalf of
said corporation, by its authority duly given. And the said John T. McGowan acknowledged the said writing
to be the act and deed of said corporation.

Given under my hand, this 7 day of April 1901
C. H. Bester Notary Public.

West Virginia:

BE IT REMEMBERED, That on the Fourth day of April 1901, the foregoing deed
and certificate of acknowledgment were submitted to record in the Office of the Clerk of the County Court of Pocahontas County.

Filed S. L. Brown

NUMBER

Incorporated under the Laws of the State of WEST VIRGINIA.

SHARES

7

10

Pocahontas Oil Company

Capital Stock, \$10,000.00

This Certifies that *Hubert Eckhardt* is the owner of
Seven Shares of the Capital Stock of

Pocahontas Oil Company,

transferable only on the books of the Corporation by the holder
hereof in person or by Attorney upon surrender of this Certificate
properly endorsed.

In Witness Whereof, the said Corporation has caused this Certificate to be
signed by its duly authorized officers and to be sealed with the Seal of the Corporation
at Marlinton, W. Va. this *10th* day of *Nov* A.D. 190*2*

at Marlinton, W. Va.

E. M. Cheyest
President.



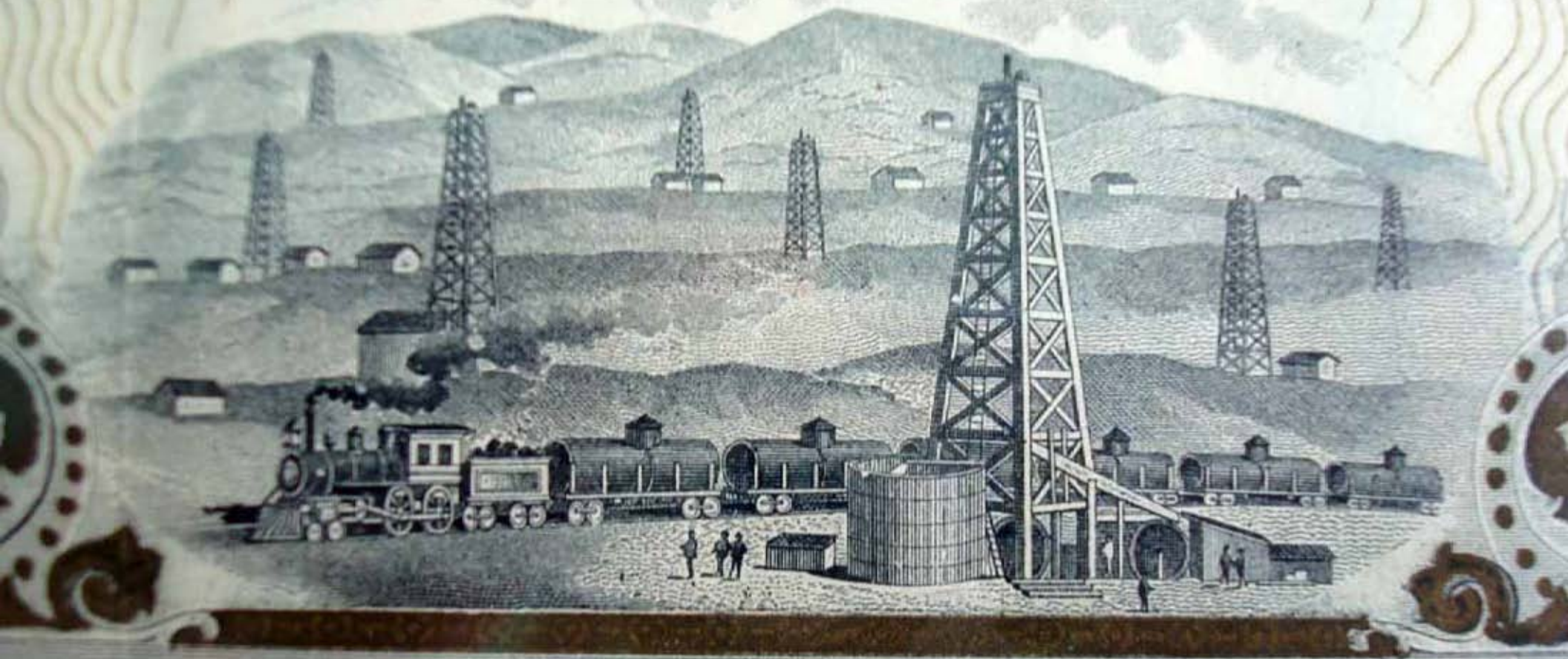
Southern Paper & Station Co., Richmond, Va.

SHARES

\$10.00

EACH

incorporated under the Laws of the State of WEST VIRGINIA



ahontas Oil Comp

Capital Stock \$10,000.00

NUMBER

Incorporated under the Laws of the State of WEST VIRGINIA.

SHARES

7

10



Pocahontas Oil Company

Capital Stock, \$10,000.00

This Certifies that Hubert Echols is the owner of
Seven Shares of the Capital Stock of

Pocahontas Oil Company,

transferable only on the books of the Corporation by the holder
hereof in person or by Attorney upon surrender of this Certificate
properly endorsed.

In Witness Whereof, *the said Corporation has caused this Certificate to be*
signed by its duly authorized officers and to be sealed with the Seal of the Corporation

at Marlinton, W. Va. *this*

day of *Nov* A.D. 190*2*

Hubert Echols
Treas.

E. M. Chubb
President



Southern Stamp & Station Co., Richmond, Va.

SHARES

\$10.00

EACH

Marlinton High School

Saga of the Class of '64 *Written by Shirley Gallaher Dearing*

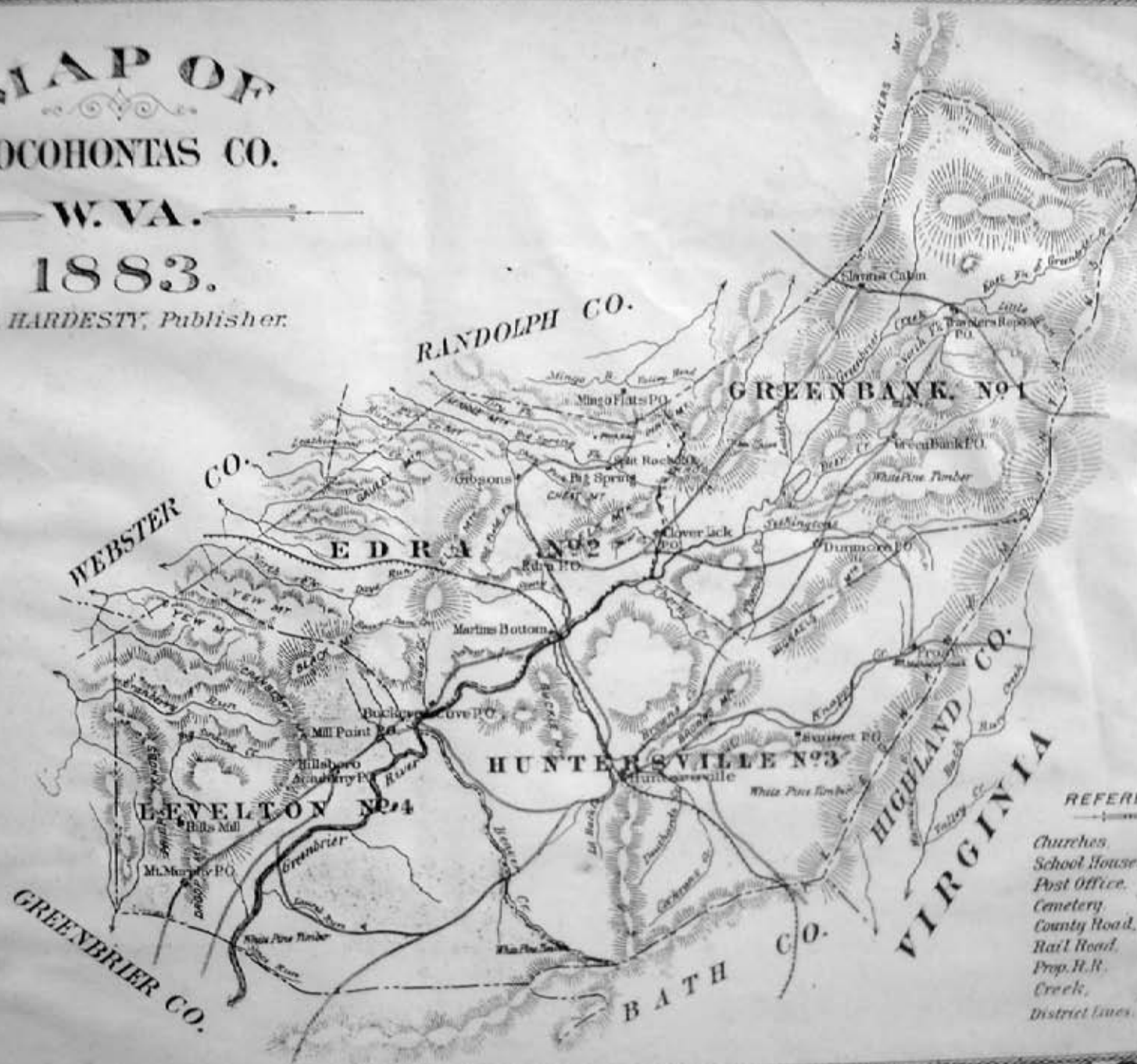
*It was our 35th reunion and all over town
Everyone was excited for there were old friends to be found
On Saturday morning we met at Stillwell
For coffee, doughnuts, and socializing as well
Then from there we hurried to ride on the float
What a nostalgic display ... Janice and those helping certainly should float
Then it was time for our dinner, so to the Chick Inn we went
A place full of memories of fun times that were spent
We gathered from near and far just to reminisce
I'll mention the names and I apologize for the ones I miss
There were Janice, Susan, Tommy, and Ken
And Sharon, Shirley, Stu, and Carolyn Ann
Willbur, Nancy, Lola, and Wayne
Cheryl, Carla, Thurla, and James
Dwight, Butch, Marsha, and Peggy
Robert, Randy, Brenda, and Jerry
There were Phillip, Billy, Judy, and Susie
And those with us in spirit - I know of at least three
On Sunday morning most of us will go on our way
Taking with us the memories of the past and today
So I wish each of you the best that life holds in store
And I salute all of you in the class of '64*

MAP OF POCOHONTAS CO.

W. VA.

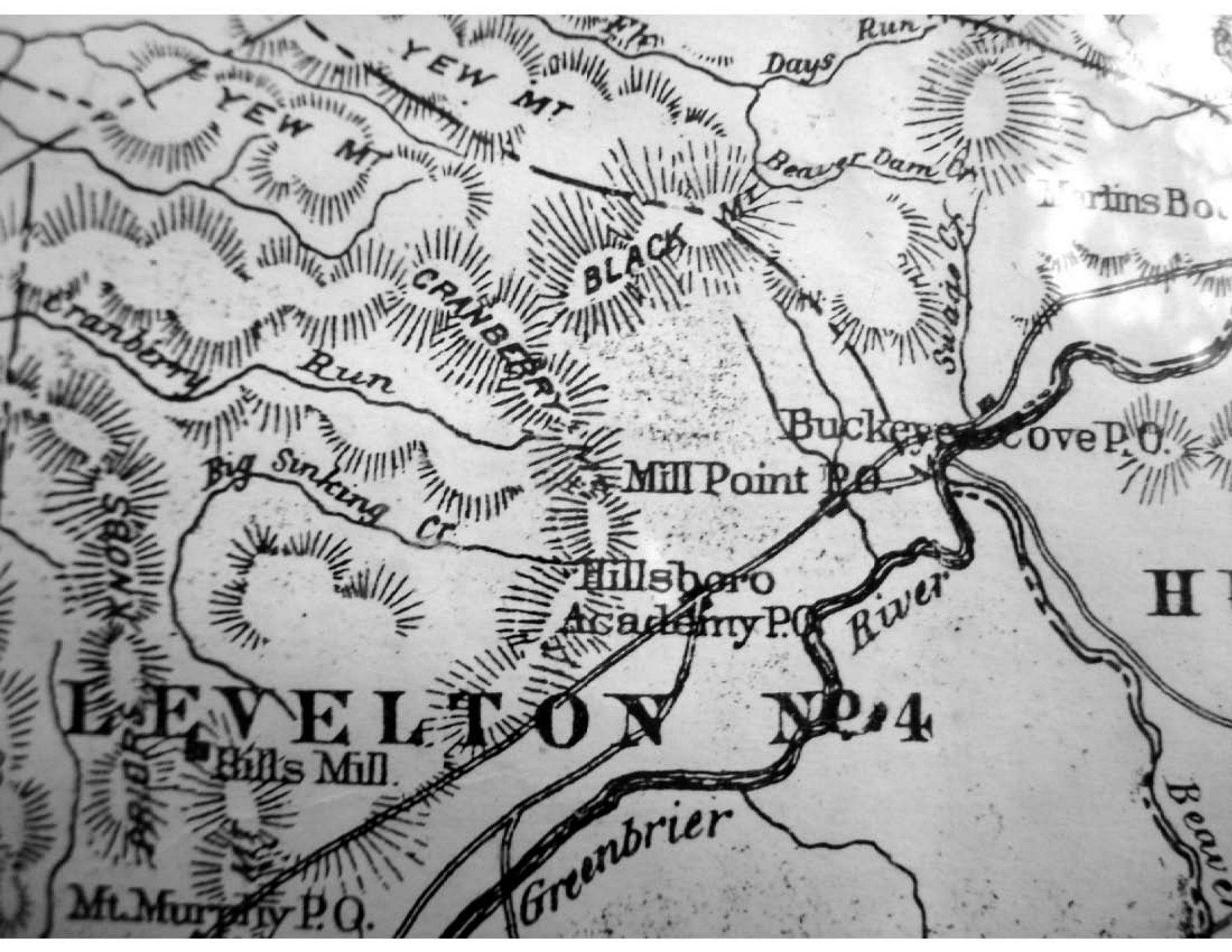
1883.

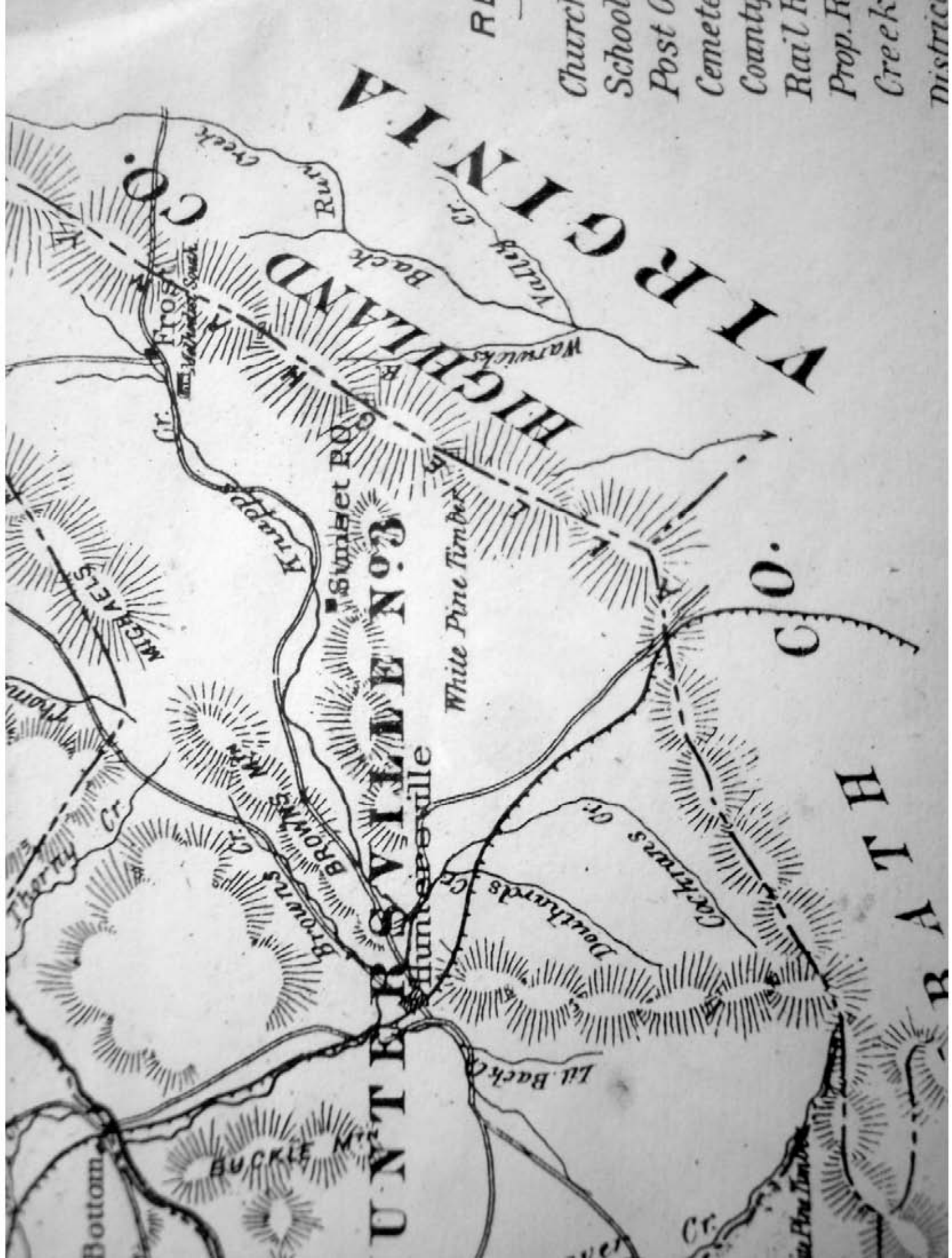
H. H. HARDESTY, Publisher.



REFERENCES

Churches,
School Houses,
Post Office,
Cemetery,
County Road,
Rail Road,
Prop. R.R.,
Creek,
District Lines.





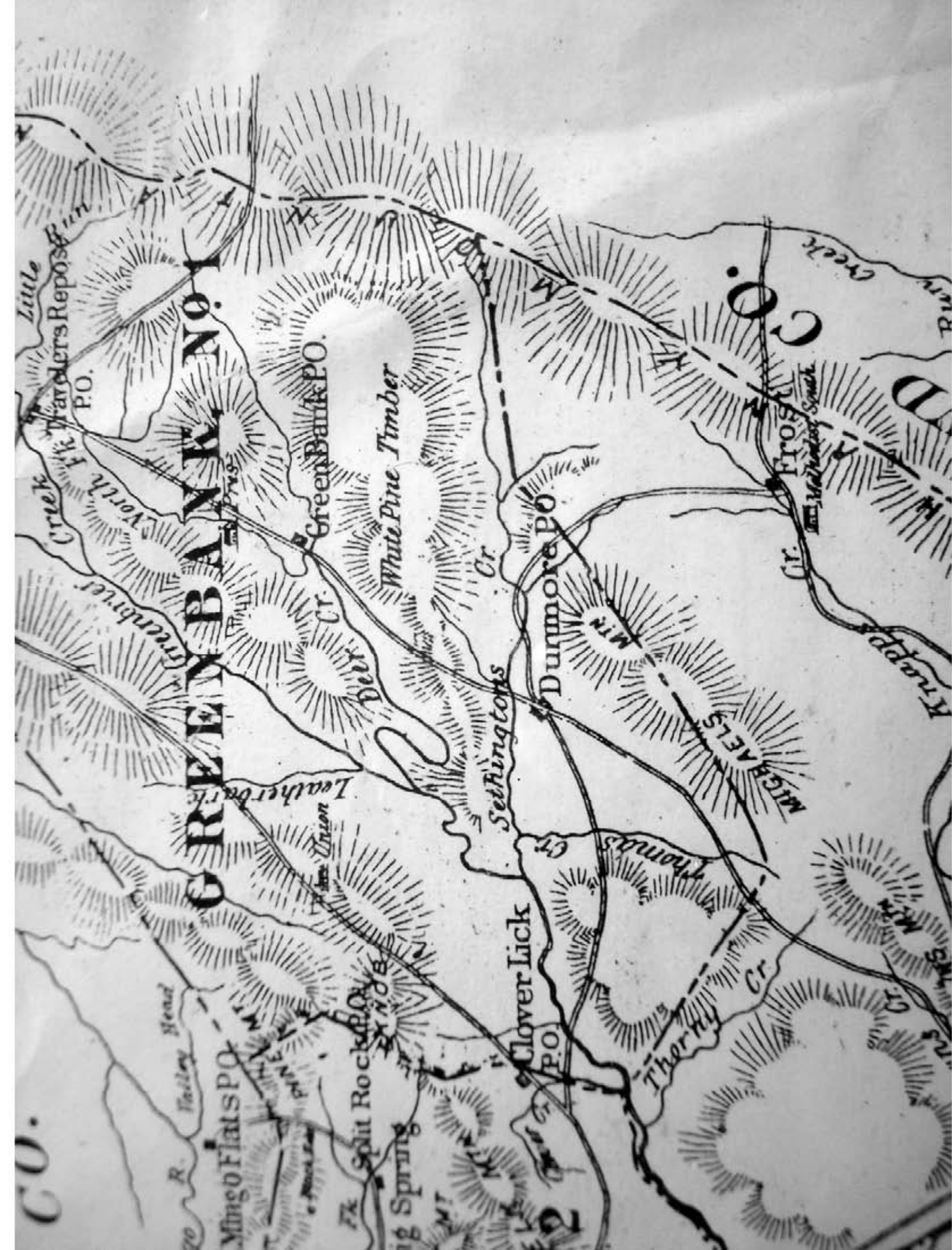
Church
School
Post Office
Cemetery
County
Rail Road
Prop. H.
Creek
District

VA. RAILROAD
VA.
HIGHLAND CO.
VA.

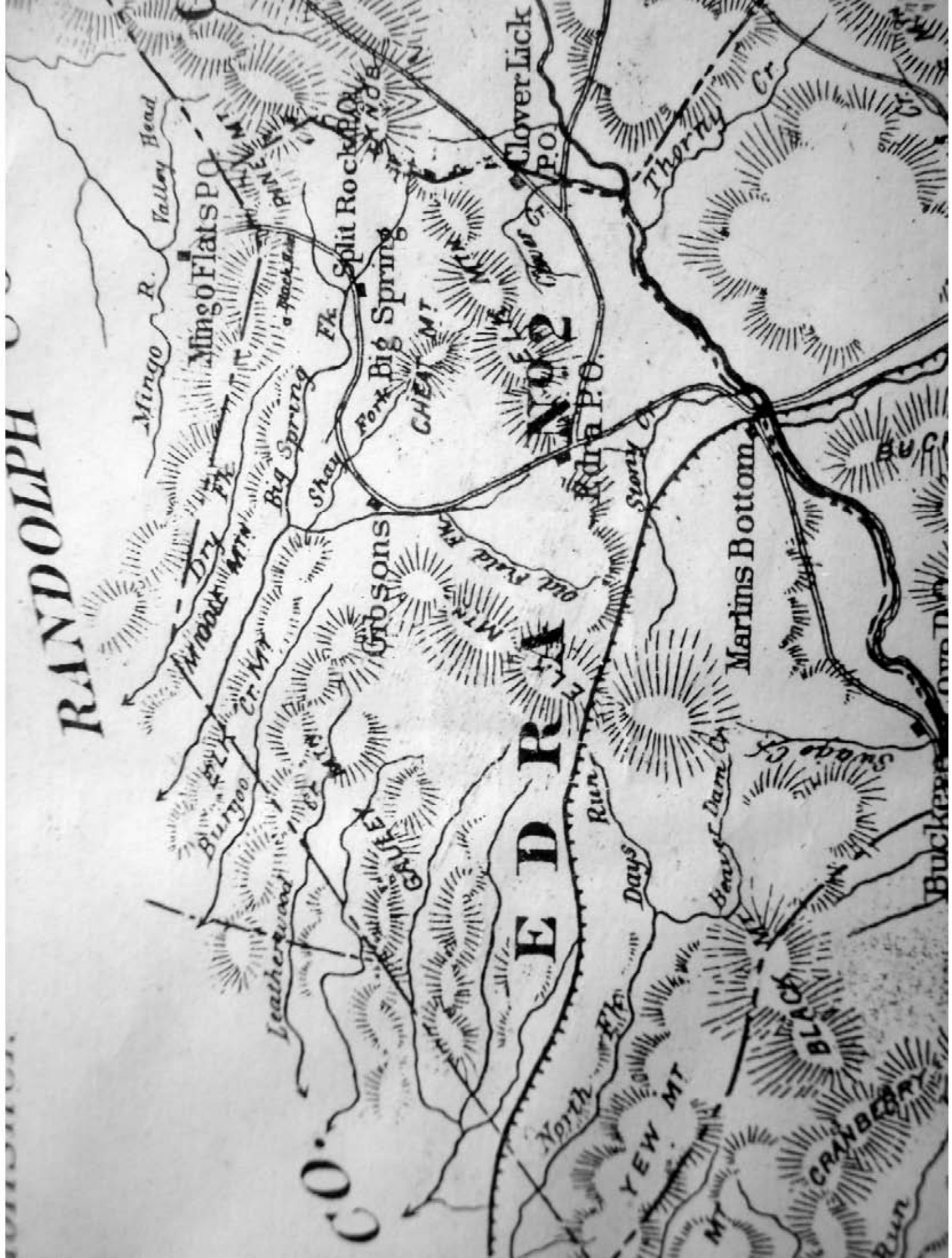
HUNTERVILLE
HUNTER R.

White Pine Timber

VA. RAILROAD
VA.



RANDOLPH





Slaves Cabin

Little

Travelers

P.O.

GREENBANK N.C.

Greenbank P.O.

White Pine Timber

Head

Union

Leatherback

Greenbrier R.

East Fk. of

Creeks

North Fk.

Greenbrier



...and significantly with

Loggers on Bird Run, a tributary to Knapps Creek, cutting timber for the Warn Lumber Corporation. The company's mill was located at Raywood.

The Shay locomotive was the workhorse of many a lumber company. The engines in this photo were Nos. 1 and 7 of the North Fork Lumber Company.

The Shay locomotive was an amazing piece of machinery. The transmission of power to all of the wheels by gears gave these engines great power and the ability to ascent grades of well over 8%, steeper than the traditional steam locomotive could handle. They also had flexible connections between each set of wheels which gave the engines the ability to operate on the rough, crooked track of a logging railroad. However, their top speed was only about 12 miles per hour.

Similar locomotives used for logging railroads were the Climax and the Heisler.

Photo of Camp Seneca, CCC camp that was located near the headquarters of Seneca State Forest. The camp was opened in June 1933 and closed in June 1938. Men from this camp worked on conservation programs in the forest and built most of the existing facilities that are still being used by visitors to Seneca State Forest.

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View of the arks that were the sleeping and eating quarters for the men on the log drives on the Greenbrier River. An ark was also provided for horses.

Sawmill of the Warn Lumber Company at Warntown, near Mill Point.

Typical home for the men cutting timber, location unknown.

Track workers on a logging railroad. The men in this picture are typical of the foreign born track workers employed by the lumber companies in this area, Italians, Hungarians, and Austrians. Few, if any, settled locally, moving on to other jobs in other areas when the lumber operations in the Greenbrier Valley closed.

".... the trees whispered above me and trembled for timber rang out over the land, they had been there for thousands of years and feared the pain of the axeman's hand"

from Cass, West Virginia, by Ann Coffman

The history of the lumber history in the Greenbrier Valley can be divided into at least three periods based on the dominant form of the way logs were moved from woods to mill. The first was from the 1870's to 1908 and involved the use of water to move the logs. This period can also be referred to as the White Pine Era since this was the timber cut.

The location of the white pine along the Greenbrier River and its major tributaries and the buoyancy of the tree allowed it to be harvested before a railroad was built into Pocahontas County. The principal operator of the white pine was the St. Lawrence Boom and Manufacturing Company. This company was organized in 1871 and located its mill at Ronceverte. "Boom" refers to the company's authority to place structures in the river that catch floating logs. The first use of the river by the St. Lawrence company to transport logs may have been in 1872, again in 1874, and without question in 1876. The logs for the 1876 "drive" on the river were cut on Sitlington Creek in Pocahontas County.

From this beginning a pattern was set for the next 30+ years. In the late summer lumber camps would open and the cutting of the white pine (and some hemlock) would begin. By late winter the logs would be piled along the banks of the creeks, waiting for the high water. To move the logs to the river, "splash dams" were constructed to hold water that was released as needed to supplement the natural flow.

When the high waters came, the logs were floated to Ronceverte. If the lumbermen were lucky, the logs might in the boom in a few days. If the water fell too soon, the logs would be stranded and it was necessary to wait for the next "tide" in the river. In only one year, 1894, did the water fail completely and most of the logs went to the boom the next year.

To provide facilities for feeding and housing the loggers during the drive, "arks" were constructed and floated behind the logs. An ark was also provided for horses used to pulled beached logs back into the river.

The Williams River was also used to transport logs. Drives of timber cut in Pocahontas County about 1895 and lasted until at least 1903. The logs went to a mill at Camden-on-Gauley in Webster County.

The river was also used to transport lumber. From very early in the history of Pocahontas County, a number of sawmills existed, usually as a part of the equipment at a grist mill. However, the production was limited and no more than was needed locally. Also, there was no way to transport the lumber to distant markets due to the very rudimentary road system. After the Civil War the use of steam powered sawmills increased lumber production and the railroad at Ronceverte provided access to markets. Getting the lumber to the railroad was still a problem and, as with logs, the river provided the means of transportation. During the 1880's and 1890's,

The lumber industry in Pocahontas County changed significantly with the construction of a railroad into the county. Many plans for a railroad into the Upper Greenbrier Valley were made after the Civil War. The timber was a known asset and there were hopeful beliefs that other resources, such as iron ore, were available in quantity in the valley. In the early 1890's it seemed the hopes of many (but not all) residents of Pocahontas County for a railroad was about to become reality. However, the economic recession in 1893 brought railroad plans to a halt.

Finally, in 1899, work actually began on a railroad into Pocahontas County, the Greenbrier Division of the Chesapeake and Ohio Railway. The main reason for the construction of the new rail line was the location of a new paper mill at Covington, Virginia, by the West Virginia Pulp and Paper Company (today's Westvaco) and the company's purchase of timber land on Cheat Mountain in Pocahontas County to provide wood for pulp. The projected traffic that would be provided by the paper company in the form of pulp wood as well as lumber, gave the C&O justification to invest in the branch line.

Leaving the main line east of Ronceverte, the Greenbrier Division (briefly referred to as the Greenbrier Railway) was completed to Marlinton and Cass in late 1900, to Durbin in 1902, and to Winterburn in 1905. The Coal and Iron Railway (later Western Maryland) was completed from Elkins to Durbin in 1903.

With the railroads came the "boom" period in Pocahontas County history. Lumber companies, ranging from the immense operation of the West Virginia Pulp and Paper Company at Cass, to those with small portable mills, located along the C&O and C&I to began the harvest of the county's timber. The larger companies also established towns to provide housing and the community needs of their employees.

During this period, the means of bringing the logs from the woods to the mills was railroads. Except for the very smallest logging operations, the lumber companies operated railroads. By the time the boom was over, in the late 1920's, there had been a logging railroad up almost every stream in the county to bring out the timber. The most commonly used motive power on the logging railroads was the Shay geared steam locomotive, such as used on the Cass Scenic Railroad today. (However, the Cass engines are larger than those used on most of the county's logging railroads.) Horses were used to bring the cut logs to loading points along the railroads.

To cut the timber and produce the lumber, the county saw an influx of experienced lumbermen from Pennsylvania and other states, as well as foreign born workers, particularly from Italy, Austria, and Hungary. Many local residents went to work in the woods and on the mills.

Hemlock bark was used in the process of tanning leather and the large quantity of hemlock was the reason for two tanneries to locate in Pocahontas County in 1904.

A totally accurate count of the mills that were operated in Pocahontas County in this period is not possible, but excluding the strictly portable mills that remained on a site for only a brief time before being moved to another location, the number is about 41 (see the map on the wall behind you and to your right).

By 1930 the boom was over and the initial cutting of the county's timber, which had started with the white pine in the 1870's, was completed. There was no virgin timber remaining. With only two exceptions, the average life span of a lumber operation in the county was ten years or less. The mill at Boyer operated to the late 1920's and the Cass mill until 1960. The two tanneries had a longer life span, closing in 1970 (Marlinton) and 1994 (Frank). Going with the mills were the towns that were established by the lumber companies, most without a trace visible today. (The portion of Marlinton known as Campbelltown was a mill town and retains the look today.)

With the Great Depression during the 1930's and the elimination of the original forests by that time, the lumber industry was almost a thing of the past in Pocahontas County. Some of the cut-over land was badly damaged by severe fires in the mid-1930's. However, the natural curative powers of nature, aided by the establishment of the Monongahela National Forest and the work of the Civilian Conservation Corps, have restored the forest of the county to a healthy condition. Today, the county has considerably smaller, but more stable lumber industry. Railroad logging in the county ended with the closure of the Cass mill in 1960. The horse is also gone from the woods, both replaced by motor vehicles.

Sketch of the interior of a sawmill equipped with a "band saw." The saw was a continuous steel belt that went around two large wheels. In the sketch, the log on the carriage has already gone by the saw once. With adjustments on the carriage, the sawyer determined the thickness of the boards cut.

The band mill of the Warn Lumber Company, located on Stamping Creek near Mill Point. In size of mill, 50,000 feet daily capacity, and years of operation, 1905 - 1913, the Warn operation was typical of lumber companies in Pocahontas County large enough to operate a band sawmill.

The company cut its timber on the headwaters of Cranberry River, including the area around the Cranberry Glades, and Hills Creek, above the falls.

usually each time the water was up in the river, lumber was put together into rafts and floated to Ronceverte. Many things could go wrong in the ten to 13 hour trip and the pilot of the raft had to know every rock, rapid, shoal, and current at all levels of water.

The few photos that exist today cannot begin to indicate what it must have like to take part in a log drive or handle a raft of lumber in the high water of the Greenbrier River.

The construction of the Greenbrier Division of the C&O Railway in 1899-1900 brought an immediate end to shipping lumber by the river. The log drives continued for a few more years, with the logs coming out of Knapps Creek. Finally, in 1908 an fascinating part of the history of Pocahontas County came to an end with the last log drive down the river.

Following the war the decline in traffic resumed. Passenger service ended on January 8, 1958, and freight service was reduced over the years from daily to one train a week in 1974. The closings of the Cass mill in 1960 and the Marlinton tannery in 1970 made the line's future doubtful. In 1975 the C&O requested permission from the Interstate Commerce Commission to abandon the line. Authority to abandon was granted in 1978 and the last trains ran on December 27 and 28.

The right-of-way was donated by the railroad to the state of West Virginia. The section between North Caldwell and Cass has become the Greenbrier River Trail.

The Western Maryland line into Durbin operated for a short time longer but in 1984 it was also abandoned.

1st
6 lower
branch

Greenbrier Division of the Chesapeake and Ohio Railway

The Greenbrier Division was the branch line of the Chesapeake and Ohio Railway that served the Greenbrier Valley of Greenbrier and Pocahontas Counties. Unlike most C&O branch lines in West Virginia, which were built into the coal producing areas of the state, the Greenbrier line was constructed to provide transportation for the development of the vast lumber resource in the valley. This timber was well known in the post Civil War period, but protected from harvest by a lack of transportation. The white pine was removed, beginning in 1874, by use of the river, but most of the timber required rail service to be harvested.

There were numerous plans to build railroads into the Greenbrier Valley in the years following the Civil War but it required the completion of the C&O across the state in 1873 and actions by the West Virginia Pulp and Paper Company in the late 1890s to get a railroad constructed into the valley. The paper company built a new paper mill at Covington, Virginia, and acquired timber land on Cheat Mountain to provide the needed pulp wood. These events gave the C&O promise of sufficient business to cause it to justify the building of its Greenbrier Division.

Construction started in July 1899 and the track was completed to WVP&P Co.'s new town of Cass in December 1900. Shipment of pulpwood began in January 1901 and the Cass sawmill began operation a year later. Construction on the line continued and was completed to Durbin in 1902 and to Winterburn, on the East Fork of the Greenbrier, in 1905. Final length was 100.96 miles. At Durbin a junction was made in 1903 with the Coal and Iron Railroad (later part of the Western Maryland Railway).

Hauling the production from the numerous sawmills and two tanneries that were quickly located along the new railroad and serving the new sawmill towns, the existing communities, and the agriculture industry of the valley made the Greenbrier Division a busy one for freight and passengers. Passenger service was provided by two trains daily each way.

By the early 1920s the original timber in the valley had almost all been cut and trucks and automobiles were beginning to impact railroad traffic. However, this decade was one of the busiest on the line. As local traffic decreased, the C&O began using the Greenbrier line as part of a new routing for shipments of freight between eastern and western cities.

The Depression saw the end of the through trains and the closing of almost all remaining on-line industries. Passenger service was reduced to one train each way in 1930 and the Bartow-Winterburn section was abandoned in 1933.

The World War II period was the final busy years on the Greenbrier line. Trains of through freight cars returned and wartime restrictions brought people back to the passenger trains.

Following the war, the decline in traffic resumed. Passenger service ended on January 8, 1958, and freight service was reduced over the years from daily to one train a week in 1974. The closings of the Cass mill in 1960 and the Marlinton tannery in 1970 made the line's future doubtful. In 1975 the C&O requested permission from the Interstate Commerce Commission to abandon the line. Authority to abandon was granted in 1978 and the last trains ran on December 27 and 28.

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LOUISE McNEILL PEASE

1911 - 1993

Poet. Author of *Mountain White*, *Gauley Mountain*, *Time is Our House*, *Paradox Hill*, *Elderberry Flood*, *The Milkweed Ladies*, *Hill Daughter*, and *New and Selected Poems*.
Named West Virginia Poet Laureate in 1977.

Log home of Josiah Beard, first County Clerk of Pocahontas County. It was built 1824 - 1828 and located near the present Locust Creek bridge. The home was torn down in 1930.

L. C. Smith Manual Typewriter Model 8, about 1925

Company began as Smith Premier Typewriter Company in 1886. Reorganized as L. S. Smith and Brother Typewriting Company in 1903. In 1926 LSS&B united with Corona Typewriter Company to form Smith Corona.

Roger & Sue Helton

Handmade Ceramic Bowl

Anna Price Hunter



















HARVEST

SR-105
ZAFX-6705101



THE CASS SCENIC LINE
(Pershing A. Arbogast)
K. C. JONES
and The Crew

HARVEY'S



The event — sponsored by American Legion Post 29, Veterans of Foreign Wars Post 3647 of Elkins, Vietnam Veterans of America Chapter 812 and the Marine Corps League — will feature guest speaker Patrick Lafayette, CEO of Valley Supply Co. and a West Point graduate, class of 1977. The ceremony will include the placing of a wreath and

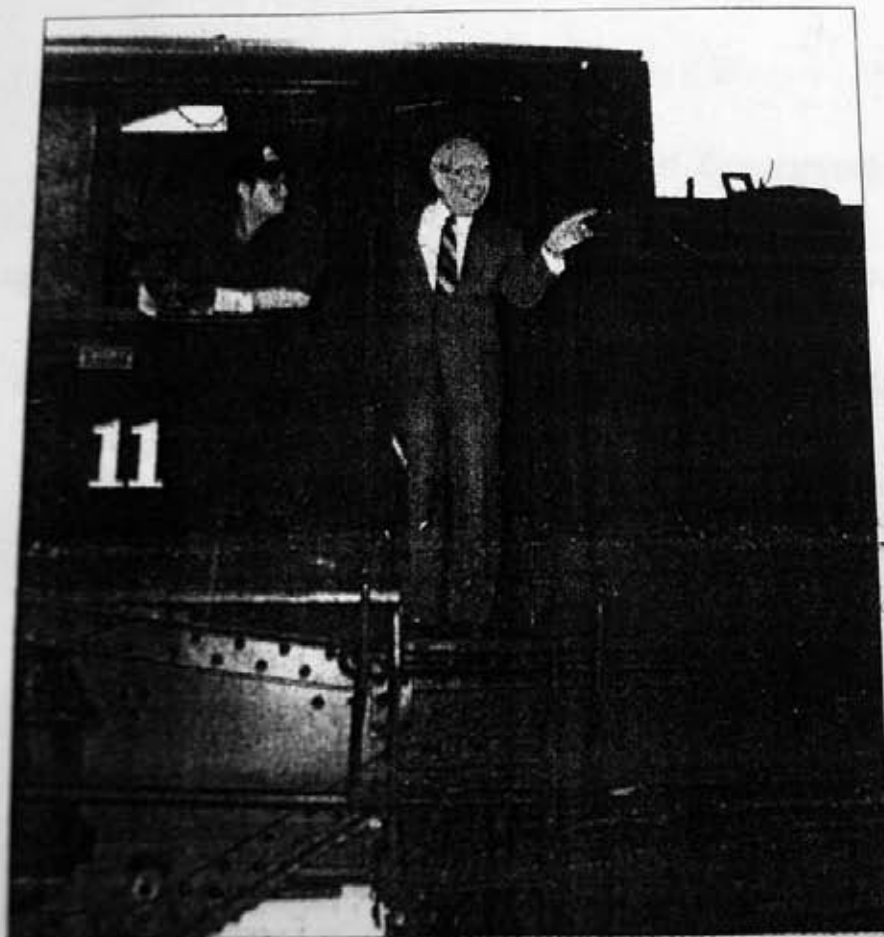
displayed, William W. Kile of American Legion Post 78 in Petersburg will serve as guest speaker.

A new Memorial Day gesture was made this year by the Randolph County Senior Center, where workers, volunteers and regular visitors brought in old photographs and other materials to create a display honoring local veterans.

See Veterans on Page 8A

Governor Opens Cass Centennial

By WAYNE SHEETS
Staff Writer



(The Inter-Mountain/Allen W. Melson)
HISTORY TRAIN — Gov. Cecil Underwood rode the rails and led the cheers at the Cass Centennial Celebration Friday. Rail worker Junior Long, left, watches as Underwood rides into town on Shay Engine No. 11 to open the ceremonies.

Stressing how the historic town of Cass and its Cass Scenic Railroad State Park have helped boost the economy of the area, Gov. Cecil Underwood headed a long list of dignitaries who spoke at the Cass Centennial Celebration opening ceremonies Friday.

Arriving by helicopter in the Cass area, Underwood went immediately to the Cass Scenic Railroad maintenance shops and was transported into town aboard Shay Engine No. 11. The governor's remarks touched on many subjects, but the thrust of his speech centered on the importance of the timber industry in and around Pocahontas County.

He closed his remarks by presenting the director of Cass Volunteer Fire Department, Darrell Turner, with a \$25,000 grant for capital improvements for the fire department and emergency services facility.

Among other speakers was John A. Luke, retired former president and CEO of Westvaco Corp., who currently serves as an active member of Westvaco's

See Cass on Page 8A

Today

Area

Beverly Alumni Gather at Banquet

The Beverly Alumni Banquet will be at 6:30 p.m. today at Beverly Fire Hall. Social hour will be at 5:30 p.m.

Justice Department Still Wants Microsoft Split Into Two Companies

By EUN-KYUNG KIM
Associated Press Writer

WASHINGTON (AP) — The Justice Department, in a filing to a federal judge today, pushed anew to have software giant Microsoft split into two companies.

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board of directors. He is a descendent of the Luke family from Scotland who brought the early technology of making paper from wood to America in the late 1800s. Luke summarized the history of the company started by his ancestors in the Cass area.

At that time, the company was called The West Virginia Pulp and Paper Co. According to Luke, the family sold the company to Mower Lumber Co. of Charleston in 1942. Luke now resides in New Canaan, Conn. He is married and has four children.

Third generation logging industrialist Roger Mower, representing the company that owned the Cass mills and other support operations from 1942 until they ceased operations on June 30, 1960, also reminisced about the history of his family's business. According to Mower, they sold what is now Cass State Railroad State Park to the state of West Virginia in 1963.

Other speakers included Superintendent of Watoga State Park Patrick "Cully" McCurdy, who served as master of ceremony and Ken Caplinger, deputy chief for the West Virginia State Park System.

Tommy Shoemaker, chair-

Sage" and "Tumult on the Mountains," Phil Bagdon who wrote "Essential Cass" and "The Cass Roster," George Deike, who wrote "Logging on South Cheat," and Dr. Bob Alexander, who is currently researching the history of Cass for a documentary, and Harry Duncan, author of "Do I Want to go Home," were there to greet visitors and autograph their books.

Janet Wells, representing Sistersville Tank Works of Sistersville, was in attendance. Wells' company built a replacement boiler for the Heisler No. 6 Engine that is currently being rebuilt at the Cass maintenance shops. The boiler, the first to be built in West Virginia in 50 years, is at the shop waiting installation on the engine.

Officials noted that the \$400,000 boiler was paid for by funds from the bond projects alluded to by McCurdy in his introductory remarks of Underwood.

After the opening ceremony was concluded, walking tours of the town were conducted by guides dressed in attire of the early 1900s. From noon to 1 p.m., Mike Bing and Brown Baggers, back from a tour of Ireland, performed traditional mountain music. At 1 p.m. and 1:15 p.m., passenger trains

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Third generation logging industrialist Roger Mower, representing the company that owned the Cass mills and other support operations from 1942 until they ceased operations on June 30, 1960, also reminisced about the history of his family's business. According to Mower, they sold what is now Cass Scenic Railroad State Park to the state of West Virginia in 1963.

Other speakers included Superintendent of Watoga State Park Patrick "Cully" McCurdy, who served as master of ceremony and Ken Caplinger, deputy chief for the West Virginia State Park System.

Tammy Shoemaker, chairwoman of the Centennial Planning Committee, also gave an overview of the activities that followed the opening ceremony. Shoemaker and her staff of eight spent three years organizing the centennial.

Other notables attending the celebration included state Sen. Mike Ross, D-15th District, House of Delegates Majority Leader Joe Martin, D-37th District, and Pocahontas County Commissioner Rita Griffith. Artistic Goodman, great, great-niece of Ephraim Shay, the inventor of the Shay Engine was also on hand to greet visitors. Also present were West Virginia Department of Natural

Resources, representing Sistersville Tank Works of Sistersville, was in attendance. Wells' company built a replacement boiler for the Heisler No. 6 Engine that is currently being rebuilt at the Cass maintenance shops. The boiler, the first to be built in West Virginia in 50 years, is at the shop waiting installation on the engine.

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After the opening ceremony was concluded, walking tours of the town were conducted by guides dressed in attire of the early 1900s. From noon to 1 p.m., Mike Bing and Brown Baggers, back from a tour of Ireland, performed traditional mountain music. At 1 p.m. and 1:15 p.m., passenger trains departed for Whittaker Station. At Whittaker, passengers could view a replica of a logger's camp set up by the Mountain State Logging and Historical Association. At 3 p.m., a log chopping demonstration was conducted by members of the Cougar family and Mel Lantz of Webster County. These world champion choppers demonstrated the laborious job the "wood hicks" of the mountain had and the stamina required of them to do their job.

At 7 p.m., John Carpenter of Gayles, Va., performed a song he wrote especially for the occasion. The song, titled "Shay," is the story of a grandfather telling

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Authors attending the ceremony who have written books about Cass and railroading in the Cheat Mountain Area were Bill McNell, owner and publisher of the "Pocahontas Times" and author of "The Dublin Route," Roy Clarkson, author of "On Beyond Lanthornhook: The Cass

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At 7 p.m., John Carpenter of Gaylax, Va., performed a song he wrote especially for the occasion. The song, titled "Shay," is the story of a grandfather telling his grandson about riding the train and its importance. According to Carpenter, the song was inspiration by a ride on the CSRR while on vacation in 1999. "This first public performance will be the song's official release," Carpenter said. "It took me more than two months to write it. Those who hear the song will hear the real Shay whistle in the background." Carpenter said in 1995 his song "I Never Thought I'd See the Day" reached No. 1 on the independent Cash Box and Tracker charts.

Play

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Cong they killed, and the Vietnamese themselves.